

Subsidy Plans For U. S. Ships Approved Here

\$100,000,000 Loan Fund, \$34,000,000 Direct Reimbursement Proposed to Equalize Operating Cost

Plans for offsetting the differences in the cost of operation between American and foreign shipping, especially British, through a comprehensive system of direct and indirect subsidies, were received with approval by the committee of the report by the special committee to the Shipping Board include recommendations for payments aggregating \$34,000,000 for the fiscal year 1922-23 and the creation of a construction loan fund of \$100,000,000 to be available at not more than 5 percent interest.

While the suggestions of the special committee are subject to change and have not yet been endorsed by the Shipping Board, they are regarded as a good indication of the trend of sentiment in Administration circles. In a large measure the views of the special committee coincide with the report drafted by the American Steamship Owners' Association, and also that now under consideration by the Merchant Marine Joint Committee, consisting of owners, builders and shippers.

Winthrop L. Marvin, vice president and general manager of the Steamship Owners' Association, said yesterday that the joint committee will meet with the Shipping Board in Washington on January 5. This will follow the conference of the committee here on Wednesday, when the final plan of national subsidies will be formulated. The board is expected to meet on January 10.

The tentative report of the special committee is composed of about three thousand words, covering all phases of merchant marine activities and giving in detail means for offsetting the existing handicaps on American shipping. Its principal points are summarized briefly as follows:

Direct payment to steamship companies of 10 percent of the customs collections on imports. It is estimated that for the fiscal year 1922-23 the customs receipts would amount to about \$100,000,000, so that the sum payable to shipping companies would aggregate \$10,000,000. This would be distributed in the form of a 10 percent allowance on all vessels entering United States ports.

Establishment of a \$100,000,000 merchant marine loan fund under the administration of the Shipping Board, similar to the railroad revolving fund, for loans on first mortgage on American flag ships.

Granting of a freight paid to exporters on American flag vessels and a Federal income tax on the basis of a small percentage of the freight paid to exporters and importers on American flag vessels and a greater allowance for depreciation on ships for income tax purposes.

Creation by the government of a marine insurance fund, to be financed by the lower rates that can be obtained from private underwriters. The fund would be financed from a fund of \$10,000,000 advanced by the government.

Regulations to insure the carrying by American ships of at least 50 percent of the cargo of passengers and mail.

Revision of navigation laws. The committee recommends that the rates applying to foreign ships carried on American vessels be reduced to the same as those applying to foreign ships for officers and crews on the merchant marine as naval ratings.

Several methods of computing the differential against American ships and applying the aid to shipping companies are suggested by the special committee. These include:

(a) The average differential based on percentage of the pay roll of the crew and the average differential based on the gross tonnage of the vessel in dollars; (c) pay roll based on a combination of speed, tonnage and cargo carried.

The principal argument in favor of government assistance is that the United States should have an adequate reserve of ships and should also possess a full complement of naval auxiliaries.

The committee recommends direct payment for the carriage of mails in American ships, as provided in the former act, which estimated to cost about \$3,000,000 a year.

Steamer Dochet Claims A 'Turn-Around' Record

A new record in "turn-around" is claimed by the steaming board steamer Dochet, operated by the Export Steamship Corporation, 25 Broadway, which left yesterday for the Levant.

On her incoming voyage the Dochet was in distress through lack of fuel oil and was obliged to limp into Bermuda, where her bunkers were replenished. She departed for Boston on December 14, discharging her cargo and there, loaded part of a new cargo and proceeded to New York, where she arrived on December 17. The steamer was the first to complete the round trip in 12 days.

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Foreign Commerce For The Week Ended In Two In November

Foreign commerce for the New York district in November showed a decrease of more than one-half, from \$455,000,000 to \$211,000,000, as compared with the same month last year, according to figures from the Customs Bureau.

Exports dropped from \$283,000,000 to \$147,000,000, and imports from \$172,000,000 to \$117,000,000. The figures are as follows:

Exports, compared with 1920:

Europe	\$117,624,266	\$109,253,167
North America	\$69,776,741	\$116,930,251
South America	\$1,315,444	\$12,815,678
Asia	\$2,949,498	\$1,537,824
Oceania	\$1,322,487	\$6,620,789
Africa	\$2,924,628	\$2,217,622

Total, compared with 1920: \$283,000,000 to \$147,000,000.

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Saint-Saens Buried in Paris With High Honors

PARIS, Dec. 24.—Prominent representatives of the French Republic, as well as personal representatives of the Premier Briand and President Millerand, today attended the funeral of Camille Saint-Saens, noted French composer, who died last week in Algiers, Africa.

The funeral services were held in the Church of the Madeleine, richly decorated in somber magnificence, in honor of the composer of "Samson et Dalila" and other world-known operas and musical works.

The guard of honor was composed of an infantry brigade, two squadrons of carabiers and a company of dragoons. Great throngs of Parisians, unable to gain entrance to the historic edifice, waited reverently outside while the services were held.

The body took place in the Montparnasse Cemetery.

Siboney, Havana, Dec 24.—Ward Line
Due Thursday
 Mesaba, London, Dec 17.—All Trans Line
 Oxenard, Avonmouth, Dec 17.—I. M. M.
 Tashan, San Angelo, Dec 17.—I. M. M.
 Alliance, Colon, Dec 22.—Panama R R S Co
 Fort St George, Bermuda, Dec 27
 Fort Hamilton, Bermuda, Dec 27
 Tivlice, Kingston, Dec 24.—United Fruit Co
Due Friday
 Dante Alighieri, Palermo, Dec 15
 Araguaya, Southampton, Dec 15
 Bantry, Liverpool, Dec 15
 Cape Henry, San Francisco, Dec 7
 Atlantic Gulf & Pacific S S Co
 Cheowak, Jacksonville, Dec 24.—Ward Line
Due Saturday
 Monongia, Hamburg, Dec 21.—American Line
 Cabo Cruz, Las Palmas, Dec 21
 Tarantula, Glasgow, Dec 17.—Cunard Line
 Steel Engineer, Genoa, Dec 17.—Cunard Line
 Kingston, San Pedro, Dec 13
 Tampa, Losa, Palermo, Baidarra
 Romulus, Mobile, Santa
 (Mex), Mobile, Tudor Prince (Br),
 Sailed, Catherwood, Texas City (Br),
 Tampa, Salacia (Br),
 Bardie, Tamsan (Jap),
 PORTLAND, Ore, Dec 24—Arrived
 Bun Maru, Orient.
 PORTLAND, Me, Dec 24—Sailed
 PHILADELPHIA, Dec 24—Arrived
 Ricardo (Br), Tadpoles, Pinar del Rio
 Charles M. Everett, Texas City (Br),
 Hamburg, Mexico (Fr), Houdeau v
 pool, etc; Herbert L. Pratt, Port
 Report, Santa Maria
 Dec 23—Arrived
 West Keene, Baltimore. Sailed: Ge
 (Nore), New Orleans and Galveston.
 Wilmington, Pearl Harbor, 24th. H
 State, Baltimore, Apas, Cuba, S
 Vancouver, 24, Schvauin (Dn), S